



## Official and Classified ADVERTISEMENTS

Continued from Page 35

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THE PAIR-TEAM record at Fleetwood was smashed on Monday when the combined catches of the stern trawlers *Fyldes* and *Jacinta* earned £79,814. The Marr-owned vessels put ashore large quantities of cod and high-priced hake in their 28,010-stone landing. *Fyldes*, commanded by Victor Buschini Jnr., and *Jacinta* under Bill Taylor, had come back from a 15-day trip to Shetland. The previous pair record was held by two other Marr vessels, *Armania* and *Navena*, with £73,985 in May last year.

Fleetwood trawlers also held off a big challenge by foreign vessels at the port last week, when the pair team of *Idena* and *Norina* made a combined £63,806. They had hit a rich seam of cod on the Scottish grounds during a 15-day trip.

*Idena*, commanded by Skipper Victor Dingle, had 940 kits (including 550 of cod and 320 of haddock). The vessel also landed 267 kits of plaice which was sent for fish meal (see page 8).

A far better market was found by the other Icelander, *John Helgason* landed 499 kits — 100 of cod, 100 of haddock, 50 of coley and 20 of ling) which sold for £34,606.

*Norina* (Skipper Bill Reader) made more than £29,000 from 985 kits — 550 of cod, 130 of haddock, 20 of coley and five of ling.

Top single fisher was the French stern trawler *Jones Bank*. Her 720 kits sold for £17,863.

Above: the Fleetwood-based *Fyldes* broke the port's pair-trawling record with *Jacinta*. The new high is now just short of £80,000 — a big improvement on the old record.

## Grimsby seiner hits £16,684

A 581-KIT landing by the Grimsby anchor-seiner *Rasmine* — the biggest by a local seiner at the Humber port for years — brought the 50-ton vessel a new Humber earnings record of £16,684 on Monday.

It was the first time a Grimsby seiner had crashed through the £15,000 barrier although *Rasmine*, which also held the old record set in June, missed it last time by just £93. Then Skipper Villy Thomson had landed a large plaice catch.

But this time there was no mistake with a massive turnout of mostly codlings (404 kits), cod, (98 kits) and big, small plaice (78 kits) on a fairly good market.

Landing through the Sam Chapman & Sons agency, *Rasmine* made from £42-550 per kit for the shelf cod and £26-231 for the codlings after her 13-day trip off the southern tip of the Dogger. She worked some 220 miles east-north-east of the

Humber, in the North Sea. What made the new record all the more remarkable was that Skipper Thomson spent a lot of time in some pretty "scruffy" weather.

This is the sixth time this year the Humber seine earnings record has been broken and, having ended 1977 on £10,967 from 836 kits, the new standard shows just how well the North Sea is fishing at present.

This latest grossing has now pushed *Rasmine* well to the fore in the race to become Grimsby's first anchor-seiner to reach £100,000 this year.

Skipper Villy Thomson — record despite "scruffy" weather in the North Sea.

### Norway's claim

NORWAY has forwarded her suggestions for compensation to the EEC following the British ban on herring. The Norwegian delegation is discussing the proposals in Brussels this week.

Norway is counting on compensation and has not singled out any one nation in particular to bear the cost, the deputy director of fisheries, Kjell Rassok, told *Fishing News*.

Norway has not planned a policy alternative if the compensation claim should be rejected. But "No" will mean Norway will act on her own, he said. Officially the problems with the EEC are considered much more serious than the on-again, off-again conflict with the Russians about quotas and fisheries regulations, Mr. Rassok says.

### SEAFARER

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# Fishing news

No. 3390

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## FLEETWOOD 'PAIR' SWEEP TO RECORD

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# Down to three

FOLLOWING a disastrous Bear Island trip by the Boston Group's *Boston Halifax* last week the stern trawler has now been switched to middle water fishing from Grimsby.

The three-year-old vessel was Grimsby's top-earning distant water trawler so far this year and had just passed the £250,000 mark from six distant water trips.

This latest development also means there is no stemming the run-down in the port's distant water effort.

Currently, only three Grimsby trawlers are licensed for fishing in the north-east

## DISTANT WATER CUT-BACK GOES ON

Arctic, off Norway, the smallest number of deepsea trawlers ever to operate from Grimsby this century.

Earlier this year *Boston Halifax* had her own licence. However the Boston Group branches at Fleetwood, Grimsby and Hull now have only four licences and, with the firm's three Hull-based



freezer trawlers presently white fishing off Norway, the one remaining licence is being held by the Grimsby fresher *Belgaum*.

To switch this licence to

*Boston Halifax* would mean laying up *Belgaum* for, at 185 ft., the sidewinder could not adapt to home water fishing.

The more compact *Boston Halifax* has fished middle waters fairly successfully before.

With BUT's solitary Grimsby licence transferred to Hull recently, only Consolidated Fisheries (with no vessels at other ports) is still fishing *Crystal Palace* and *Real Madrid* on the deepsea grounds as it holds two licences for its now three-strong trawler fleet.

Less than a year ago over 20 Grimsby trawlers were engaged on the distant water grounds and this figure did not include the six freezer trawlers which BUT has moved from Grimsby to Hull.

Including the freezer fleet,

Grimsby has lost 21 distant water trawlers so far this year, either by sales to other ports, for scrap or to work outside the industry like oil

rig support duties. In addition, 14 other distant water trawlers are a sorry sight laid-up along Grimsby's North Wall.

Only in the middle/near water section is Grimsby holding its own with an operational fleet of 36 vessels at the end of July.

Sixteen of these vessels, including 11 successful 'cat' class 180-footers, are owned by BUT. Earlier this year there was another scare on the trawling side when it was strongly rumoured that BUT was pulling out the 'cat' trawlers and switching the section of its fleet to Aberdeen. However, a spokesman for BUT at Grimsby has now confirmed these trawlers do stay at Grimsby and dismissed the rumours as "pure speculation."

"If they were not satisfied, they should have insisted upon something better in the renegotiation. As it was they seem to have relied, as I think they were entitled to, upon the understanding reached by their predecessors in 1971."

Criticising the EEC Commission, Mr. Peyton said that their proposals so far had been unacceptable.

"They take no account of

where the fish are, nor of the change that has been brought about by the introduction of 200-mile limits; nor do they embody adequate rules for conservation and arrangements for the enforcement of those rules, both of which are in our view essential, if fish stocks are to be saved from destruction."

As this is the last big fish resource left to tide over the fleet during the coming year, there has been some very frightening speculation about how the mackerel fishery is to be managed. Fortunately, there has been some reassurance from the Ministry of Agriculture and Fisheries that the fishing off Scotland and Cornwall will be treated separately to achieve a balance of catch.

This move is some progress, but fishermen are quite rightly asking how much fish they will get? It seems that this will depend on how the wrangle over licences and a system of quotas works out.

There is also another dimension to the question of how much fish will be available in English and Scottish waters; this brings into focus the argument over what share Britain is to get from the EEC's TAC of 450,000 tonnes.

What is certain is that the British Government has rejected the first offer from the EEC and the Ministry is reluctant to disclose the figures it has for the Scottish and English fisheries for fear of jeopardising Minister John Silkin's position in Brussels, where he is trying to get as big a share of mackerel as possible.

The mackerel fishery has thrown up some vexing questions and a little patience may be needed to get the right answers.

Well, suddenly, a woman sounded off on my tranny in a radio interview. Appears she had just written a book on edible raw foods called "Everything Raw". Very commendable. Until she smote me to the heart by saying "... and smoked salmon, which is now eaten in vast quantities is, of course, raw".

And, too, I still have friends. Real friends. Not just knockers like that Certain Person who sends me rude and abusive notes criticising my spelling and my lovely assistant's split infinitives (her infinitives - split or otherwise - daily become dearer to me). For starters, the lady upstairs in number 23, whose husband had custody of their kids that weekend, had simply begged me to pop up and join her in playing a duet on her virginal. But I was forced to deny her the pleasure as, perhaps selfishly, I was of a mind to stay in for a D.I.Y. evening.

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Is it? Is it? Surely not?

My Dad and his Dad - bless them both in whichever celestial garden they now happily wander - told me, taught me, that smoking was a form of cooking and, if those Barnett founders knew what they were up to, and passed on accurate knowledge to those of us who followed and strived to emulate their art, then, therefore,

salmon, after smoking, must be cooked food. Certainly not raw. The woman was mad; probably still is. The poor, misguided, misled, Miss.

So, off to volume six of my Encyclopaedia Britannica to read: COOKING: THE ART OF PREPARING AND DRESSING FOOD OF ALL SORTS FOR HUMAN CONSUMPTION; OF CONVERTING THE RAW MATERIALS BY THE APPLICATION OF HEAT OR OTHERWISE, INTO A DIGESTIBLE AND PLEASANT CONDITION, AND GENERALLY MINISTERING TO THE SATISFACTION OF THE APPETITE AND DELIGHT OF THE PALATE ... what about that then, Miss' Application of heat'

So, to prove this contention, away I went, asking, probing, enquiring, and I'm afraid, baring the booms-a-daisy off most of the important and knowledgeable Catering Managers, Food and Beverage Managers, Food Purchasing Managers and Chefs in the metropolis. And they were divided in their opinion on the matter. About 40% agreed with the lady who wrote the book; but the splendid, erudite majority - experts all - agreed with me in believing that smoked salmon was not raw, but a cooked delicacy. In truth, if you'll pardon my enthusiasm, the greatest edible delicacy to be placed before thinking, cultured man. And to hell with fish eggs!

If - as I hope - you wish to join this important national controversy, just send a note saying "Yes; cooked". If you prefer to be difficult, write us saying, "Uncooked", and give 83 good reasons for your ridiculous answer, enclosing, at the same time, a cheque or P.O. towards my Christmas holiday in Sweden.

W. A. Cathie  
110 FLEET STREET, LONDON EC4  
Tel: 01-353 6961. Telex: 31077

*W. A. Cathie of Frying Pan Alley*

...and me.

# TORY BLAST FOR SILKIN

THE CONSERVATIVE party has come out in direct opposition to the Government approach on fishing policy in the EEC. Minister John Silkin was singled out for an attack by the shadow spokesman on fishing and agriculture, John Peyton, when he visited Grimsby last week. After touring the fish docks, Mr. Peyton told local trawler owners that Mr. Silkin was a Minister who preferred to provoke instead of persuade.

Mr. Peyton said: "It is not going to be enough just to go on telling ourselves that no settlement is better than a bad one, or even to applaud a Minister who prefers to provoke where he might persuade. That would be to assume that time is on our side, which it is not.

"We have to search for some new way out of the log jam. These problems are beginning to crowd in upon and jostle an industry which, as the report of the White Fish Authority put it,

Mr. Peyton went on: "It was a matter of regret that Mr. Silkin and his party have sought to make capital of the accusation that it was a Conservative Government which failed to safeguard the interests of the fishing industry during the negotiations which preceded our joining the Community.

"If they were not satisfied, they should have insisted upon something better in the renegotiation. As it was they seem to have relied, as I think they were entitled to, upon the understanding reached by their predecessors in 1971."

Criticising the EEC Commission, Mr. Peyton said that their proposals so far had been unacceptable.

"They take no account of where the fish are, nor of the change that has been brought about by the introduction of 200-mile limits; nor do they embody adequate rules for conservation and arrangements for the enforcement of those rules, both of which are in our view essential, if fish stocks are to be saved from destruction."

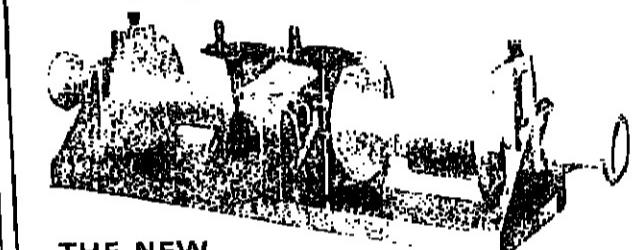
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have over the past year not done too badly — total catch up by 5%, money values up by 21% — should make the fact that the industry is being increasingly squeezed and is as the chairman of Associated Fisheries put it as recently as last week 'crumbling away'.

Our cod catch — well under half what it was ten years ago — and our shrunken distant water fleet are sufficient evidence of this.

Concluding with a pledge,

Mr. Peyton said: "No-one should make the mistake of thinking that a Conservative Government, because its members believed in the European Community or even less because it had the General Election behind it, would be ready to accept a settlement, which not only lacked even the appearance of fairness, but also left exposed to further depredation, stocks of fish which have already been looted enough."

Mr. Peyton said: "No-one should make the mistake of thinking that a Conservative Government, because its members believed in the European Community or even less because it had the General Election behind it, would be ready to accept a settlement, which not only lacked even the appearance of fairness, but also left exposed to further depredation, stocks of fish which have already been looted enough."

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Mr. Peyton



Amethyst in Peterhead harbour soon after arriving back from Norway with her new RSW tanks. The 85-footer was built by Southern Shipbuilders of Faversham in 1974.

## Amethyst gets 'tanked-up'

A NORWEGIAN shipyard has made its entry into the Scottish market by fitting refrigerated sea water tanks to the 85ft. steel-hulled Peterhead vessel Amethyst.

Skipper James Buchan is delighted with the work which was completed right on schedule to a fixed price contract by the yard of Haakonsens Mek. versted at Skudeneshavn.

Amethyst spends the winter pair trawling for mackerel and pilchards off Devon and Cornwall, so Skipper Buchan felt that it was essential to have the boat fitted with a circulating RSW system to land catches as fresh as possible for human consumption.

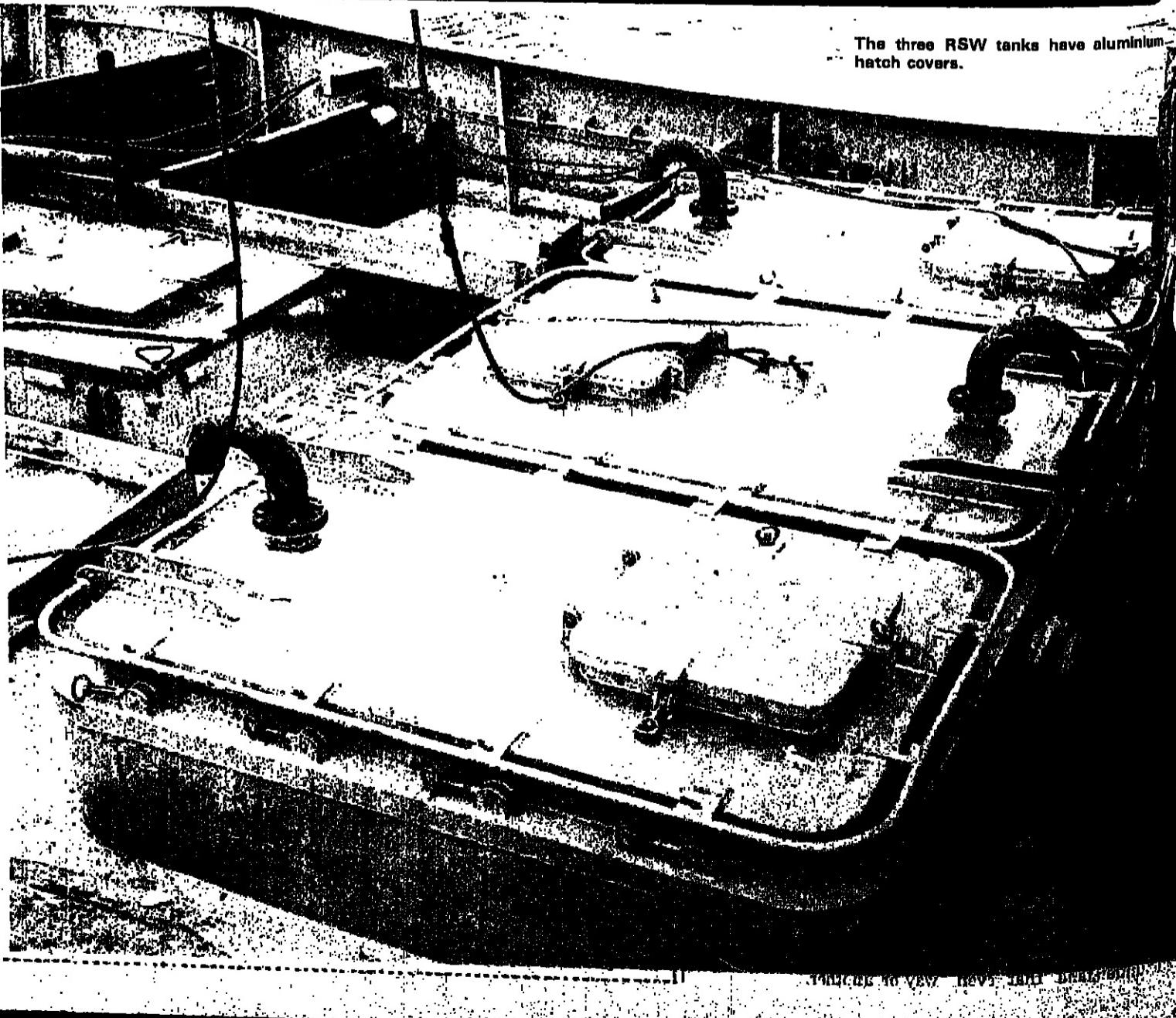
The Haakonsen yard (a member of the West Norway Shipbuilders' Association) carried out the installation in only seven weeks and Skipper Buchan is also very pleased with the high standard of the firm's workmanship.

Financed with the aid of a grant from the Herring Industry Board, the work has entailed fitting the vessel with tanks, a Lehmkohl refrigeration plant and an auxiliary engine.

The three steel tanks will hold about 80 tons of fish in seawater and are insulated with polyurethane foam. The refrigeration plant incorporates a York Shipley freon compressor.

Power to run the compressor is provided by a 65 kVA a.c. Stamford alternator driven from the new Lister HRWG 80 hp auxiliary engine. Cooling can be confined to one or two tanks if required.

The Haakonsen yard was founded in 1907 and offers a full range of services including new building, lengthening, repairs, conversions, plus machinery repairs and installations.



The three RSW tanks have aluminium hatch covers.

## CLYDE MEN BEING SHOVED OUT

COMPLAINTS that 'stranger' fishermen are coming into the Clyde in search of herring and landing undersized fish were made to the Commons committee which last week considered orders banning herring fishing off the Scottish west coast and imposed by-catch restrictions.

George Younger, Conservative MP for Ayr, said three pairs of British boats had landed the equivalent of at least 14 local boats. Local fishermen could only be very concerned about such a change of scale.

Mr. Younger pointed out that the herring ban had left the Clyde in a very exposed position. The boats coming in from outside were much larger than local boats — three times as large in horsepower and more than three times as large in catching power.

Catches landed included a

considerable proportion of small fish which local fishermen would not be prepared to land under their

own voluntary quota system. "That is demonstrated by the fact that, as I understand it, the week before last the price per unit for the fish landed by some of the boats from outside the Clyde was as low as £22 to £24 against the normal price local fishermen get for full-sized fish of up to £60 or more."

Local men were very concerned about the catching of under-sized fish which would be damaging to stocks if it continued for long.

Douglas Henderson (SNP,

East Aberdeenshire)

predicted that the haddock

situation could become as serious in two years as the herring was now.

He asked for some hint

about when the North Sea

herring fishing could reopen

under controlled conditions.

The Government should

make an early announcement

of their reactions to the

proposals of the Herring

Buyers' Association for deal-

ing with problems caused by

the herring ban for the

processing factories. If the factories closed in Fraserburgh, for example, 3,000 would be out of work in a town of 12,000 population.

Alick Buchanan-Smith (Con. North Angus and Mearns) said the operators of the Clyde voluntary restrictions should have the moral backing of the Government.

Minister of State for Agriculture and Fisheries, Edward Bishop, said that in selective licensing for the Clyde they would have to take account of repercussions elsewhere.

Discussions had revealed differences of view in the industry and the Scottish Office had asked for clarification of the industry's views from the representative organisations.

## Dogs going well

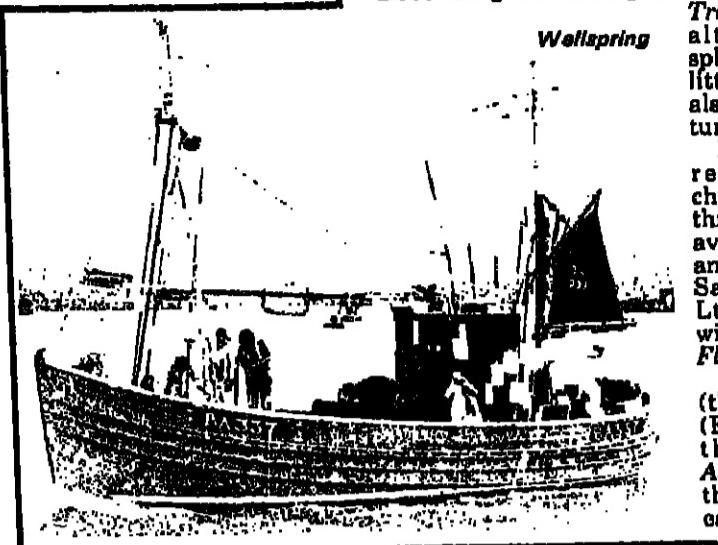
BEST average price for line-caught dogfish at Grimsby last week came from the Lowestoft-registered Alison Jane, which hit £38.78 per 10-stone kit early on.

Later in the week Alison Jane again topped £30 per kit with a 101-kit landing, but was the only inshore boat to twin-land, somewhat surprisingly, in another busy spell.

Best single landing came from Bridlington's Wellspring Tradition with 150 kits, although there was a splendid effort from the little 16-ton Wellspring also of Bridlington, which turned out 139 kits.

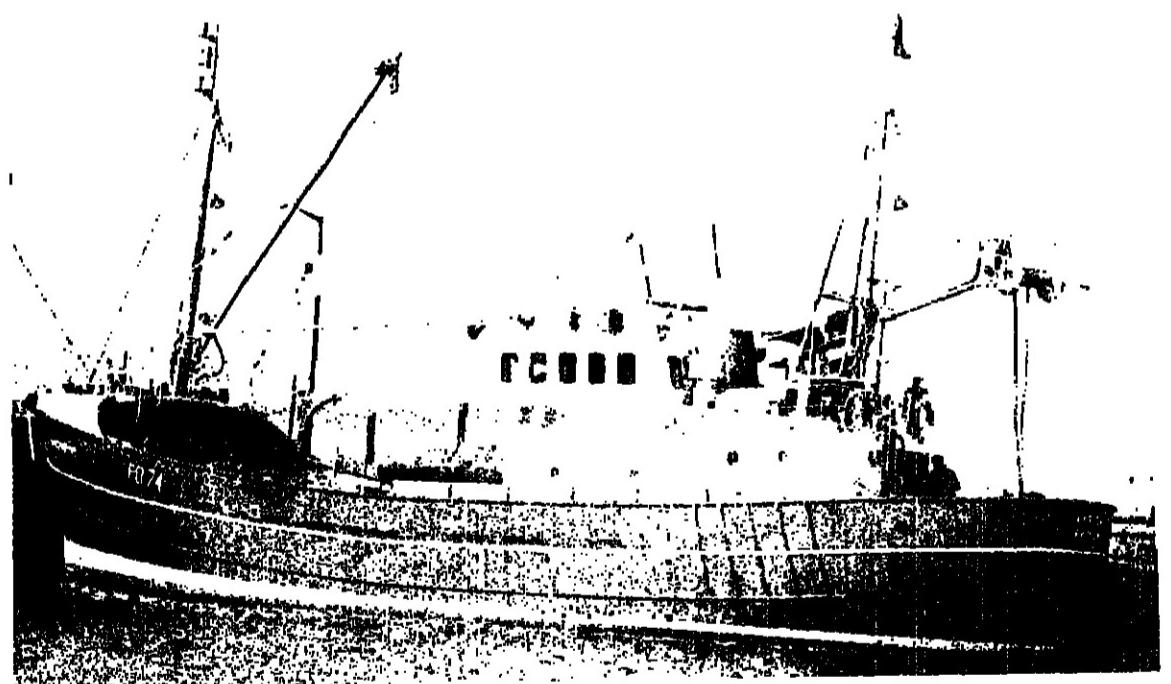
Inshore dogfish earnings record-holder Betty chipped in with another three-figure catch and an average per kit of over £32 and, also landing to agents Sam Chapman & Sons Ltd., was Pioneer (KY 36) with 76 kits and Wayside Flower with 73.

Completing the picture (through the Tom Sleight (F.S.) Ltd. agency) was the one-time seiner Ashville, the only 'local' on the dogs this year, which earned £1,006 from 32 kits.



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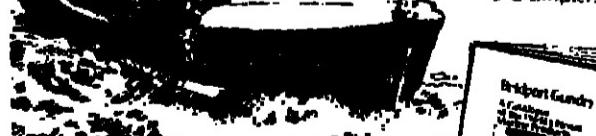
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**SECOND PAIR-FISHER**

THE BUCKIE boatyard of Herd & Mackenzie is now well advanced working on the frames of a new wooden pair trawler for Riverside Trawlers Ltd, of Grimsby.

Delivery is expected next year and she will be the second new vessel built for the consortium of Grimsby skippers who operate as Riverside Trawlers Ltd.

Already the firm, which was founded four years ago, and operates entirely through the John R. agency, has taken delivery of the Scottish-built Jean Scott.

She is one of top-earning pair vessels at the Humber port in partnership with Golden Venture.

**By Karmoy**

FRASERBURGH'S latest purse seiner Andra Tait was both designed and built by the Norwegian firm of Karmoy. The design was wrongly attributed in the June 30 issue of *Fishing News*.

The International Exhibition on Fishing and Allied Industries has the backing of the Direction des Peches Maritime and of local authorities.

**What resentment?****LETTERS**

SIR, The article (*Fishing News*, July 14) "Shetland shock!" is most unfair, at this stage.

We must make it clear that Shetland Islands Council intend to put forward a fishing plan for Shetland waters. These plans will be studied by Shetland fishermen who have, in the past, fallen in line with measures taken by the Government and agreed by other British fishermen.

We can mention two Government measures which would probably alter our thinking:

**Goodbye with thanks**

SIR, During my 24 years with *Fishing News* I have been privileged to make many friends, both in business and socially, and now that I have dropped anchor in quieter waters it has occurred to me that there may be some whom I have not yet advised of my retirement.

To them, as to all others, I send greetings and thanks for

**Poole Bay in danger**

SIR, We are most concerned that the Wessex Water Authority wants to discharge 30 million gallons of effluent a day by 1980, and 60 million gallons a day by the year 2,000 into Poole Bay, just three miles offshore.

It is our opinion that it will prove detrimental to the fish breeding grounds, also pollute oysters, crabs and lobsters. The effluent will be washed ashore by the prevailing wind and tides which will take it up the Solent.

The authority admits it takes some 20 days for the water between Hengistbury Head and Hurst Narrows to change, thus giving the effluent time to create a whirlpool.

The Dolphin Bank makes a natural barrier to effective dilution and encourages the flow up the Solent.

The authority states that rivers are polluted and must be

Subjects to be covered in the 15,000 sq. metre area will include aquaculture; vessels, builders and designers; marine engines and propulsion systems; fish finding, gear handling equipment and nets and other catching devices; clothing, hardware and coatings.

It is also planned to have a substantial section devoted to the processing, distribution and packaging of fish products.

Seminars dealing with many aspects of fish handling and with fish farming will be organised.

Further information can be obtained from the International Exhibition on Fishing and Allied Industries, GERP-SEPIC, 40 rue de Colisse 75381 Paris, Cedex 08.

**NE SCOTLAND ON DISPLAY**

THE FISHING industry is to feature in the new Enterprise North-East exhibition planned for August 1979 at Aberdeen.

The show is aimed at giving industries in north-east Scotland a boost and it will be held on the same

site as the previous 'World Fishing' exhibition at the Bridge of Don Showground.

Enterprise North-East will be held from August 3-6 next year and is being organised by Spearhead Exhibitions Ltd, Rose House, 55/59 Fife Road, Kingston-upon-Thames, Surrey KT1 1TA. (Telephone 01 549 5831).

(1) The making of pout boxes which have probably conserved fish at the expense of pushing more vessels north to denude stocks of fish on our industry to Shetland's attitude. Up to the time of writing no letters of resentment have been received by me.

GEORGE L. HUNTER General Manager and Secretary, Shetland Fishermen's Association.

The show is to have an agriculture and industry section which is planned to range from fishing to career opportunities.

**France to stage a fishing show**

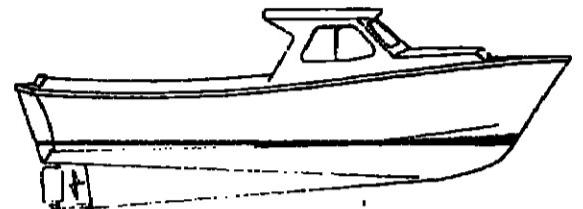
# LOCHIN MARINE

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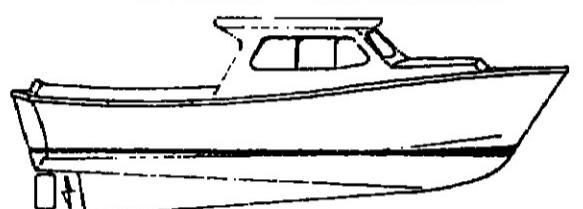
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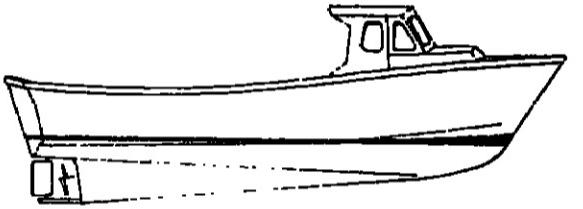
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Workboat — Aft Wheelhouse

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# FOREIGN FISH TURNED AWAY

LANDINGS soared past 35,000 kts again at Grimsby last week stretching the port's litters to their limit. A number of foreign vessels could not even be fitted in.

Inevitably there was a minority of owners and agents who vented their feelings over such disappointments and the odd late markets, but the litters force, depleted through holidays, was reckoned to have done a pretty good job. "The men have been working like one-armed paper hangers all week," a foreman litters told *Fishing News*. "And there's been a lot of digging down because the fish rooms have been so full. The small ships take some starting when the fish is coming in so fast."

## Firmed

After a slightly hesitant start, the markets firmed up well considering the huge amounts of cod and codling coming in. It was not until Friday that saturation point was reached and any significant amounts went for meal.

Worst hit was Hamling's pair trawler *Paul Antony* (Sk. Franki Josefa) which lost 193 kts out of a 473-kt turnabout on a particularly late landing. She grossed just £8,978 from a combined total with partner *Melissa Louise* (Sk. Cocker Mussell) of

bettered the £9,000 mark. Eventual honours went to the Chapman-agented *Kell-Jon* (Sk. Jens Thomesen) — one of the few to get on to any place — which grossed £22,671 from 380 kts in 16 days.

Much lower down was an especially fine 11-day trip from Sleight's Saxon King (Sk. Barry Emerson) worth £9,052 from just 200 kts of some of the best North Sea cod taken.

The only distant water trawler to land through the week was Boston Group's *Boston Halifax* (Sk. Roy Harries). The stern dragger's without a Norwegian license and she landed a 23-day Bay Island flop of only 709 kts of which just 500 were codifiable. This represents a huge loss as she grossed only £18,475.

Another former distanced water ship in trouble was BUT's *Ross Kashmir* (Sk. Johnny Meadows) with a very "bitty" 16-day Rockall trip of 542 kts, over half small haddock, which sold for a paltry £11,350.

However, BUT's sister cat

*Ross Cheetah* (Sk. Tom Rosi)

and *Ross Panther* (Sk. Jim Hudson) made up the top middle water trips with £30,761 from 1,052 kts (cod, haddock and coley, and thought to be a North Sea record), and £28,718 from 932 kts of very nicely mixed Westerly fish.

Also outcrossing the trawlers, this time from a seven-day North Sea trip, were *Jean Scott* (Sk. Phil Scott) and *Golden Venture* (Sk. "Pete" Palfrey) with their best ever trip of £40,344 from 1,240 kts.

Nearly all the seiners made good trips and ten vessels with a mid-week tally of 245,613 from 1,502 kts after just 10 days.

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# RIVER DEE TRAWLERS SCRATCH UP

ONE OF Aberdeen's outstanding skippers has taken over a new 86ft. stern trawler. Named River Dee, she has been built by Richards (Shipbuilders) of Lowestoft for Skipper William Wilson and his partner, Sam Robertson, who sails as engineer.

The two men come from Portnockie, on the Moray Firth, and are the sole shareholders in the boat. She will be agented by the Aberdeen firm of fishsmen Thomas Davidson.

For a number of years Skipper Wilson has been one of the most successful fishermen working from Aberdeen. His previous command, the 86 ft. sidewinder Deeside which was built at the John Lewis yard in 1972, has on several occasions been the highest-earning vessel in the pocket trawler class. Last year she achieved a grossing just short of £335,000.

### Quality

Deeside has been one of the few remaining Aberdeen trawlers to carry on the old tradition of 'scratching'. These vessels work off the Aberdeenshire coast as far out as the Turbot Bank, some 70 miles east of the port, and catch good-quality mixed fish including codling and flats. They normally land twice a week and command the best prices for their really fresh catches.

At one time a huge fleet of scratchers was based at Aberdeen, but now this is down to only seven or eight vessels.

The decision to build River Dee was taken when Sam Robertson's son Bruce, who sailed as mate aboard Deeside, gained his skipper's ticket. It was arranged for Bruce to take over Deeside in partnership with the recently set-up Spinningdale Fishing Co., whilst his father and Skipper Wilson would invest in a new boat.

The two men decided that a stoutly-built stern trawler would best suit their needs, as she would have enough versatility to adapt to future fishing patterns.

Skipper Wilson told *Fishing News* that, although he will fish off the Aberdeenshire coast, he is prepared to move elsewhere should future conditions de-

mand. The vessel is fitted for bottom and mid-water trawling and could easily join in the mackerel fishery if necessary.

River Dee is a sister-ship of Speyside which was delivered by Richards earlier this year to Skipper Peter Simpson of Buckie and others.

Part-owner of Speyside is the Spinningdale Fishing Co., which has also been involved in the engineering design work for River Dee.

These two stern trawlers represent the vanguard of a new class of vessel for Aberdeen, with several similar although slightly larger boats now being built for the port.

In her lines, dimensions and equipment, River Dee is in the main a repeat of Speyside but differs in deck layout, being fitted with a power block and two sweep line winches. Speyside carries a net drum.

The after end of the bulwarks has been lowered on River Dee to enable the bag of fish to be lifted over the side as well as the stern. This unusual deck layout has been arranged at the request of the two owners who have incorporated their own ideas into handling the gear.

Built to Lloyds + 100 A1 Stern Trawler LMC + UMS Classification and to the DoT Class X, River Dee has an overall length of 26.28m. (86ft.); registered length, 24.24m. (79ft. 6in.); moulded beam, 7.80m. (25ft. 6in.); and moulded depth 3.80m. (12ft. 6in.).

She has a gross tonnage of 194.40 and a net of 64.62 tons. Below deck she is subdivided from forward into forepeak, engineroom,

fishroom, net store and steering gear compartment.

Around 40 tons of fuel oil is carried in the double bottom below the fishroom and in tanks at the stern; 12 tons of fresh water is carried in

the auxiliary unit which have two speed and gear compartments.

Norwinch automatic

winch system to give a

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the net. Net damage

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the minimum and the

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range of automation to

Gilbert Gilkes and Goss

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300/875 bilge and ge

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service pump. Working

geometry of the net is

Simpson air compressor

driven, thereby keeping

70kW 440V E.C.C. at all times.

Turn to page 12

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split trawl

and gillson

winch on

switchboard.

Two split trawl

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Norwinch

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pressure hydraulic type

fitted on the after end of

deck.

Each split trawl

winch

is

Lebus

spooling gear

located

on the after

shaft

through a Frank Mohn

gearbox and clutch.

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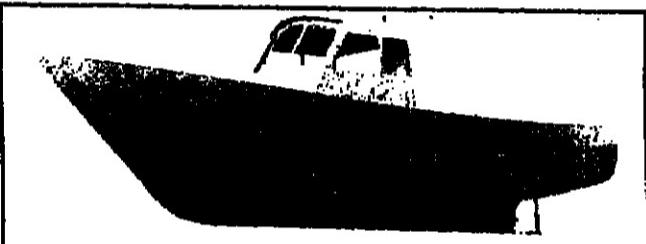


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Specify for vessels above 50m L.O.A.

# INSHORE at Grimsby

A MONTHLY FEATURE

THE MANY BIG differences which exist between the North Sea oil industry and men actively fishing were strained once more at Grimsby last month.

A Dutch gravel dredger moved on to the traditional Humber whelk beds, virtually unannounced, and may have done enough damage to polish off the port's industry.

Years ago the port boasted a large fleet of 'Cleethorpes' whelkers which, in the main, supplied desperately-needed bait for Grimsby's deepsea long line steamers.

After the last war the call for whelks declined rapidly as deepsea line fishing went right out of fashion and many

of the once prolific whelk grounds had been ruined by wartime defence work.

By 1960 only three vessels were still working the inshore beds to supply whelks as a popular seafood, mostly during the summer to seaside resorts.

Fortunately, the MAFI acted very quickly and the dredger has now moved on but since the episode catches have fallen by over two-thirds of what they should be — and this has badly affected staff at the Anderson boiling factory in Cleethorpes.

Before the issue was sorted out with the dredger's owner, expensive gear like pots (now costing £20 apiece), buoys, anchors and lines had disappeared up the suction pipe.

It takes upwards of 10 years to build up good whelk beds and at least ten years to bring whelks up to the right size and quality for eating.

However, the untimely arrival of the suction dredger



Above: Fergie Vanrossen has switched from *Samantha* to *Courage* with 'no regrets.'



Kaj Sorensen (above centre), former owner of *Lillian* (right), has been helping new skipper John Stokes (above) by sailing on the early trips.

## RIVER DEE

From page 11

bottom and mid-water trawling.

A Cosalt stainless steel washer is carried and depends consist of hardwood boards in steel stanchions. Stern gates are of perforated steel plate, while a stern roller is fitted at deck level across the transom.

The fishroom is insulated with foamed polyurethane and is lined with marine plywood faced with aluminium sheet. It is arranged for shelving, boxing and bulk carrying and is fitted with aluminium stanchions and boards.

Two Norwinch sweepline winches are located at the fore end of the trawl deck and each is fitted with a main drum and a warping head.

All the Norwinch winches can be controlled from the wheelhouse or on deck, and hydraulic power is provided by the two Alweiler pumps driven from the main engine.

Standby power for the winches is provided by the two electrically-driven Norwinch pumps, which are linked to the main hydraulic circuit through shut-off valves. Primary power for the Norwinch windlass on the foredeck is provided by the electrically-driven pumps.

A Rapp 24RA power block for general net-handling duties is hung on a Hlab 650 crane, the base of which is mounted on to the starboard leg of the stern gantry.

Controls are located on the gantry leg and hydraulic power for both block and crane is provided by a pump driven by an electric motor in the steering gear compartment.

Communications equipment includes 'Sailor' T126 R105 SSB radio telephone, two 'Sailor' RT144 VHF radio telephones, 'Sailor' R108 entertainment system, receiver, Warden 111 Watchkeeping Receiver, Minicall 11 Intercom system.

There was a nice touch about the *Lillian* deal, when former owner Kaj Sorensen of Saedding signed on as a crew member for the first three trips to help John Stokes get the hang of things. It certainly paid off and the 36-tonner clocked up over £12,000 from her first two trips.

Skipper Stokes told *Fishing News* the job had been made much easier having Kaj aboard and he planned to single trawl the North Sea for white fish through the summer, probably coming in shore during the winter.

Despite the loss of so many big trawlers, Grimsby has been as busy as ever this summer on landings and there has been brisk business with large numbers of visitors — and not just the dogfish liners.

In its first year at Grimsby the Hamling agency, which has such good connections at the Yorkshire ports, has played a major role in attracting a whole procession of vessels. These have brought in much useful fish.

Several vessels have become nearly as regular as the locals and it was nice to see the Hull-registered *Hannah Louise* (H10) back in action earlier on, as it was not so long ago that she was nearly lost when driven ashore near Bridlington.

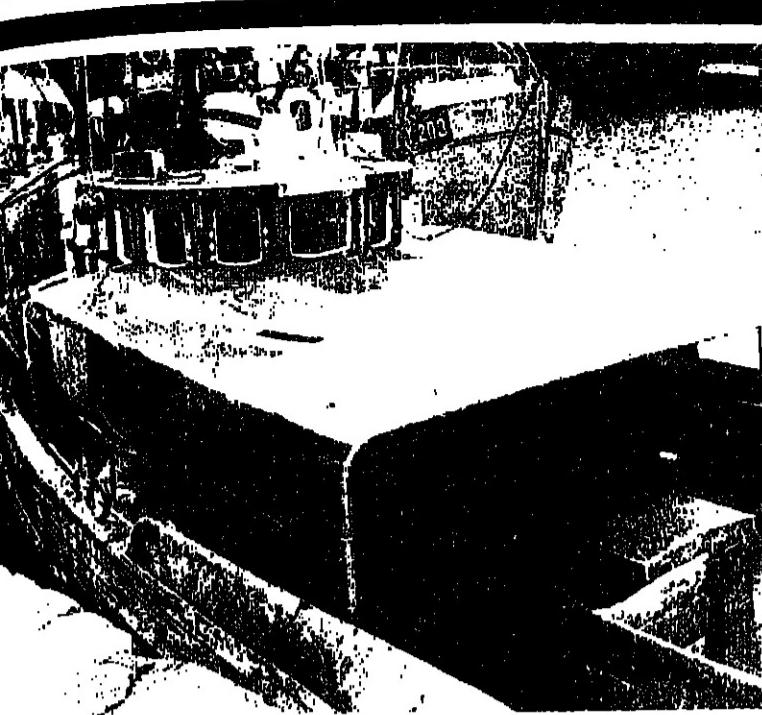
**Spelch** revolving screen is mounted in one of the forward-facing wheelhouse windows and a Wynstruments blade-type wiper is fitted on the winch console window.

Accommodation for nine

arranged below the focle deck is to high standard. There is one single, one two-berth and one six-berth cabin, and the combined galley and messroom is fitted with a Kampsafe electric cooker and a Burshaw hot water cylinder.

**WYNSTRUMENTS LIMITED**  
Stewarton Airport, Gloucester, GL2 4LZ  
Telephone No. Cheltenham 0242 712364  
Telex No. 43238 Caledon Whitehouse

With the arrival of Colin



Sadly, it seems, in a few hours of indiscriminate dredging many of the beds were swept away. Many of the shanks of 80 pots (one shank being hauled and rebailed each day of the week) together with 16 buoys and 24 anchors per shank.

Above and below: This pvc deck shelter on *Ellen* is the first of its type on a boat at Grimsby. She is seen putting to sea with the shelter which has side wind-downs.

Right: *Hannah Louise* was nearly lost a few months ago, but she is now a frequent visitor to Grimsby from her home port of Scarborough.



The RNLB *John Gellatly Hyndman*, at Grimsby for an overhaul, is based at Spurn. This is the closest any fishermen wants to get to the vessel.

**Spall's Sunlit Waters** (ex-**Castwell**), the end of the **Ashby-Dawn Waters** pairing and the reconversion to sein-ing of **Beverley**, Grimsby now has 17 pair trawling teams (34 vessels).

One multi-purpose boat not yet teamed up is the industrial fisher *Ellen*. A new installation on **Alan Leggett** of the Spurn lifeboat **John Gellatly Hyndman**; her first in 18 months of service.

A lot of fishermen took time off to look over the one vessel nobody wants to encounter at sea.

**TOM WOOD**

## FISH EXPO '78 BOSTON, USA

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## the new **SAMSON STORM MASTER 30** Workboat

There's been a fair bit of 'aggo' from some agencies unable to land visitors because of a labour shortage with the lumpers. The Grimby Landing Co. has been with men on holiday, but has enlisted a number of 'pinkies' (pink card holders, or temporaries) in a real effort to accommodate as many vessels as possible.

The trouble is, once the Lincolnshire pea harvest starts rolling, the bulk buyers take just enough for day-to-day requirements and inevitably prices plummet.

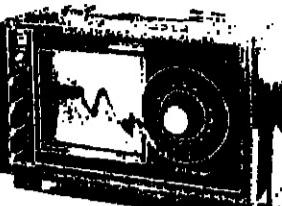
More and more distant water men are moving into pair trawling. Skippers Wallace Wilson and Alan Farmer, with chief engineer George Dillistone, have bought the Jubilee-angled *Alamo*. These top men have paired up with the boat Grimby.

With the arrival of Colin

Send for full details. Overseas trade enquiries welcomed.

**SPRINGER ENGINEERING**  
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## Siting a compass in a boat

### John Burgess' Log



"I HAVE a 25ft. clinker-built open boat for potting and trammeling. She is powered by a 10hp Sabre diesel, fitted with an electric start, which is installed amidships in a wooden casing."

"I want to buy and install a compass for steering and taking bearings."

"Please tell me what factors affect the siting of a compass and suggest a suitable type and a position for it? The boat is steered by tiller."

"Generally speaking, a compass should be sited where there is a clear, all-round view so that bearings can be taken free of obstructions; and as far as practicable from ferrous metals and electrically operated machines and instruments."

"Electric wires for compass illumination, or which pass nearby for any other purpose, should be twin-wires, as a single wire system with an earth return can set-up a strong magnetic field."

"Iron or steel screws and bolts should not be used for securing either the compass or its stand."

"The compass should be sited as near the fore and aft centre line of the boat as practicable with its lubber line as accurately in a fore and aft direction as possible."

"A liquid dead-beat compass is better for use in a small boat than one with a dry compass card as the card is steadier and does not gyrate so rapidly."

"Presuming that the battery for your starter is stored in or close to the engine casing and there is no wiring aft, the only place to site your compass is as far away from the engine as possible near the tiller."

"If I were you, I would not mount a lifeboat or box compass on a stand or thwart aft where it would be liable to foul nets and ropes. It's best to get a large hand-bearing compass with graduations on both top and sides of the card. When you want it ready for use, put a trammel net in a fish basket, poke the handle of the compass down into the netting and place the basket under the fore end of the tiller."

In such a position the compass is well protected at all times and nothing will get foul of it. You can use the graduations on the top of the card for steering; you can easily remove it and take bearings with the graduations on the side of the card; and when you don't want it ready for use, you can remove it and stow it where it won't attract pilferers."

I would overcome lighting and associated interference problems by getting a compass illuminated by Betalight which can allow you to both steer and take bearings at any time of night or day."

It is a substance which glows a pale green or yellow in the dark and lights up a compass card so that it can be read quite easily without the assistance of any form of artificial light. It needs no exposure to daylight to become effective and it is so bright that your eyes do not have to become adapted to darkness before you can distinguish graduations on a card illuminated by it.

It consists of two plastic rings about 6mm in diameter joined by a plastic link 9mm long. Procedure is to fit a number of such units near the headline of a trawl with enough net between each pair of rings to allow room for any expansion which may be required.

## Keeping pots dark

"WE ARE having a great deal of trouble with people hauling our pots when they are left down for more than a day."

"I have heard that there are devices incorporating corrosive metals which can be used to submerge pot marker floats for two or three days."

"I should be grateful for any information about them which you can send me and also for the name and address of a supplier."

"The devices in which you are interested are known as timed float releases, colloquially as 'pop-ups'."

"They consist of short lengths of metal rod with pieces of flexible, plastic-covered wire attached to them at each end. The metal is of a type which disintegrates in sea water at a known rate."

"According to the manufacturers, it does not take long to fit the rings to a net and, once fitted, they do not have to be replaced. Links have to be replaced only when the catch has been so heavy that the net has been in danger of bursting."

"Full particulars about the system and how the breaking strength of links can be matched to the strength of any particular trawl are obtainable from Ivar Riveaen A. S., Damsgardvei 36, 5000, Bergen."

"There are 12 sizes of pop up. You can get those which will last two, three, five, seven, ten or 14 days in water with a temperature of around 68 deg. F and those which will last similar periods of time in cooler water."

"Only visitors with a direct interest in buying equipment will be invited to view the hardware on display."

"Papers are being arranged

for an international conference.

According to the

organisers, the conference

will be aimed at getting a two-way exchange going between users and suppliers.

"Tickets and further details are available from Sanders Network, Printers Mews, Market Hill, Buckingham, MK18 1JX, Telephone: Buckingham 5226/5227."

## TWO TRIPS

HULL opened this week with two wet fish landings totalling 2,940 kts.

Morris' Westella (Sk. M. Boddy), back from a 24-day White Sea trip, realised £25,362 for 1,019 kts.

Hawking's St. Dominic (Sk. M. Platner) returning from a 17-day Westerly trip to gross £13,579 for 921 kts.

These three identical

vessels are based on the

Freeward 36 GRP hull, some

14 of which have been

delivered for fitting out as

fishing boats this year.

This heavy-duty commer-

cial GRP hull is capable of

speeds up to 14 knots, or 8

# CRUCIAL VOTE FOR ABERDEEN

ABERDEEN trawlermen are to be balloted on their views about industrial action aimed at speeding up de-industrialisation of the industry.

Mc Keenan, district officer of the TGWU at the port, said that the ballot would begin "sometime next week."

Both sides will "reflect further on all that has been said on this occasion," their joint statement read.

A "fishermen's charter" was drawn up earlier by the union sought a register of employees with the "object of providing greater continuity of vote."

Mr. Keenan and union officials held a "frank exchange of views" with officials of the

Fishermen on the dole

mates and radio officers, will be eligible for registration and an employers' register will also be set up at the major fishing ports.

The document states that a joint committee of employers and union representatives will "oversee the operation" of the scheme.

It added that registered employers could not be precluded from entering long-term contracts of employment" with fishermen.

Experienced fishermen,

with the exception of skippers

would be entitled to a "topping-on" payment from a fund if unemployment benefit fell short of the recognised figure in respect of a day without employment.

The charter also stated that the "arrangements" would follow closely to those already in operation in the merchant navy.

The union would also seek

the assistance of the

Secretary of State for

Employment to explore

with the Secretary of State for

Social Security and other

ministerial colleagues, the

possibility of "incorporating

the payment of unemploy-

ment benefit into the sche-

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Secretary of State for

Employment to explore

# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£18,475: *Boston Halifax*, Boston (Sk. R. Harries), 709k, BI, 23 days.

### Middle water

£30,750: *Ross Cheetah*, BUT (Sk. T. Ross), 1,052k, W, 15 days.  
£28,703: *Ross Panther*, BUT (Sk. J. Hudson), 934k, W, 15 days.  
£25,629: *Ross Cougar*, BUT (Sk. J. Major), 908k, W, 14 days.  
£19,682: *Ross Juno*, BUT (Sk. J. Waddingham), 874k, W, 15 days.  
£18,163: *Ross Jaguar*, BUT (Sk. E. Hodson), 871k, W, 15 days.

### North Sea

£11,607: *Lepanto*, Lindsey (Sk. C. Crowe), 328k, NS, 13 days.  
£10,537: *Lofoten*, Lindsey (Sk. C. Nichols), 276k, NS, 13 days.  
£9,439: *Lemberg*, Lindsey (Sk. H. Pexman), 264k, NS, 12 days.

### Seiners

£12,671: *Kell-Ian*, Chapman (Sk. J. Thomsen), 380k, NS, 16 days.  
£12,050: *Guldborg*, Consol (Sk. H. Kristensen), 403k, NS, 17 days.  
£11,795: *Rosenborg*, Consol (Sk. N. P. Jensen), 380k, NS, 16 days.  
£10,661: *Ulla Viola*, Consol (Sk. E. Dam), 397k, NS, 14 days.  
£10,531: *Christen Bank*, Jubilee (Sk. J. Olesen), 328k, NS, 14 days.  
£9,863: *Hanne Bork*, Consol (Sk. H. Dam, Jr.), 356k, NS, 11 days.  
£9,403: *Beverley*, Hamling (Sk. J. Stringer), 299k, NS, 15 days.  
£9,289: *Well Bank*, Sleight (Sk. E. Nielsen), 270k, NS, 14 days.

### Pair teams

£24,939: *Margrethe Bojen*, (Sk. Jens Bojen), 827k, and £20,674: *Francis Bojen*, (Sk. J. Richardson), 675k, both John R., NS, 10 days.  
£22,052: *Golden Venture*, (Sk. A. Palfrey), 688k, and £18,292: *Jean Scott*, (Sk. P. Scott), 582k, both John R., NS, 7 days.  
£11,970: *Halton*, (Sk. T. Turnbull), 386k, and £11,619: *East Bank*, (Sk. G. Hall), 380k, both Sleight, NS, 7 days.  
£11,749: *Trendsetter*, (Sk. M. Jensen), 390k, and £11,749: *Athabasca*, (Sk. A. Albrechsen), 398k, both Danbrit, NS, 14 days.

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### HUMBER VESSELS DUE

#### FRIDAY, JULY 28

#### DUBLIN

Supply of 350 salmon and 918 boxes of fish mainly from Howth and Greenacres. Deindan was fair. Ray, mackerel and whiting were the main varieties. Prices: salmon, £1.70/£1.78; lobsters, £1.50/£2.25; small prawn tails, 60p; whole prawns, 45p/60p; sole, £1.00/£1.50; flounders, 25p/50p; turbot, 20p/50p; plaice, small, medium, large, 8p/16p; cod, 23p/37p; small codling, 8p/12p; whiting, 12p/20p; large haddock, 54.20/64.80; medium, 54.40/64.80; small, 22.50/28.20; large plaice, 54.50/64.80; medium, 54.50/64.80; bass, 28.50/34.50; monkfish, 80p; dogfish, 12p/20p; large sole, 1.25/1.50; skates, 12p; large saithe, 1.25/1.50; sturgeon, 1.25/1.50; per lb.

#### MONDAY, JULY 31

#### GRIMSBY

15 boats landed. Prices: plaice, £4.50; dab, 82; whiting, £2.50; flathead, 21.50; mixed fish, 82; porpoise, large Dover sole, £1.30; medium, 81; plaice, 60p; lemon sole, 80p; per lb.

6,770 kts to meet a good demand. Prices: shelf cod, £4.60/8.00; codling, 8p/16p; plaice, small, medium, large, 8p/16p; cod, 23p/37p; small codling, 8p/12p; whiting, 12p/20p; large haddock, 54.20/64.80; medium, 54.40/64.80; small, 22.50/28.20; large plaice, 54.50/64.80; medium, 54.50/64.80; bass, 28.50/34.50; monkfish, 80p; dogfish, 12p/20p; large sole, 1.25/1.50; skates, 12p; large saithe, 1.25/1.50; sturgeon, 1.25/1.50; mackerel, 28.50/34.50; large skinned per lb.

28 boats landed a good supply of 6,770 kts to meet a good demand. Prices: shelf cod, £4.60/8.00; codling, 8p/16p; plaice, small, medium, large, 8p/16p; cod, 23p/37p; small codling, 8p/12p; whiting, 12p/20p; large haddock, 54.20/64.80; medium, 54.40/64.80; small, 22.50/28.20; large plaice, 54.50/64.80; medium, 54.50/64.80; bass, 28.50/34.50; monkfish, 80p; dogfish, 12p/20p; large sole, 1.25/1.50; skates, 12p; large saithe, 1.25/1.50; sturgeon, 1.25/1.50; mackerel, 28.50/34.50; large skinned per lb.

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